

RACING YACHTS DONE IN CORK MODELS



Peter Adams

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RACING YACHTS

DONE IN CORK MODELS



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RACING YACHTS

DONE IN CORK MODELS

BY

PETER ADAMS

Author of "Cork Ships and How to Make Them"
and "Clipper Ships Done in Cork Models"

ILLUSTRATED WITH PEN DRAWINGS BY
MADELAINE KROLL



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RACING YACHTS

DONE IN CORK MODELS



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TO THE MEMORY OF
FREDERICK G. BOURNE
PATRON OF YACHTING AND COMMODORE
OF THE NEW YORK YACHT CLUB

NOTE

I HAVE found the following books and magazines most useful in gathering much of the data contained in this small volume; "The America's Cup," by Captain Roland F. Coffin; "The History of American Yachting," by the same author; "American Yachts," by J. D. Jerrold Kelly; *The Rudder; Yachting; The Scientific American*; and "The Lawson History of the America's Cup," by Winfield M. Thompson and Thomas W. Lawson, and wish to acknowledge my great indebtedness to them.

P. A.

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P R E F A C E

IN "Clipper Ships—Done in Cork Models," published last May, I told about the famous "Yankee Clippers" and how for many years they were supreme upon the Seas, carrying the Stars and Stripes into many a foreign port and visiting the far-flung islands of the South Pacific. Those were the days of sturdy sailor-men and "bucko mates," daring ship masters and tall ships.

In the present volume I shall tell about the sailing yachts which have figured in the defense of the "America's Cup," ever since it was brought to this Country in 1851, as well as one or two other yachts not generally spoken about. I shall also

Preface

give instructions for making little models of them with corks, thread, matches, pins, paper and "Crayola."

Most boys, and many girls, are interested in the sea and ships. Sailing yachts and their races are perhaps the most colorful and exciting phase of man's adventure on the tumbling waters. There is no more exhilarating a sight to be seen than a sparkling sea, with two beautiful racing yachts with all their canvas set, flying before the wind on the last leg of an international cup race.

Yachting is by far the "best and cleanest sport in all the world" and it is encouraging to realize that each year more and more boys and young men are entering it. The Star class and other types of one design boats are very popular with the young

Preface

sailors and skippers of Long Island Sound, Narragansett Bay, Great South Bay, Barnegat Bay, San Diego Bay, etc. There are also the Bermuda and transatlantic races and the annual cruises of the great Yacht Clubs. But the races that most attract the popular attention are those for the "America's Cup."

When the schooner yacht *America* brought the cup that she had won in England to her home waters, interest in yachting in the United States was given a great impetus. Up to then there were not many men with means enough to build and maintain costly yachts, but with the expansion of the Nation's business, yachting became more general, and there have been many exciting contests for the possession of this famous cup since then, on the occa-

Preface

sions when yachts from across the seas have attempted to "lift" it.

It seemed to me that it would be interesting to make models of the boats that have successfully defended the cup as well as some of those which strove to recapture it. The models depicted in this little book form a graphic history of the "America's Cup" races and should give much pleasure to the boys and girls who follow my example and make them too.

So here's luck to all my young friends of the cloth and may their interest in yachting continue until they some day sail their own boats to victory, if not in an international cup race, at least in their home waters, against the fleet of their class.

On board Schooner *Grocodile*,
off Balboa.
January, 1930.

PETER ADAMS

RACING YACHTS

DONE IN CORK MODELS

CHAPTER I

THE *America*

IN the year 1851, the United States led the world in maritime affairs, owing to her vast fleet of clipper ships, which carried the commerce of the seaboard Nations and displayed our flag in every part of Europe, the Orient and the South Sea Islands. Yachting, as such, had not, however, as yet been taken up on any great scale in American waters, as those men who possessed the means to indulge in this expensive sport were still too busy developing the resources of the Country to spare the necessary time.

The New York pilot-boats of this time

Racing Yachts

were very fast, trim little vessels and they attracted the favorable attention of all the sea captains who visited the Port. The best of them were designed and built by a young man named George Steers, who had his yard over in Williamsburgh. When the *America* was built, young Steers was employed in the yard of William H. Brown, at the foot of 12th Street, on the East River.

In 1850, plans were being made in England to hold a great Exhibition in London, and it was suggested that the United States send over one of her fast pilot-boats to compete with the British fleet of yachts in a series of regattas to be held in connection with the Exhibition.

A syndicate, composed of members of the New York Yacht Club, arranged with

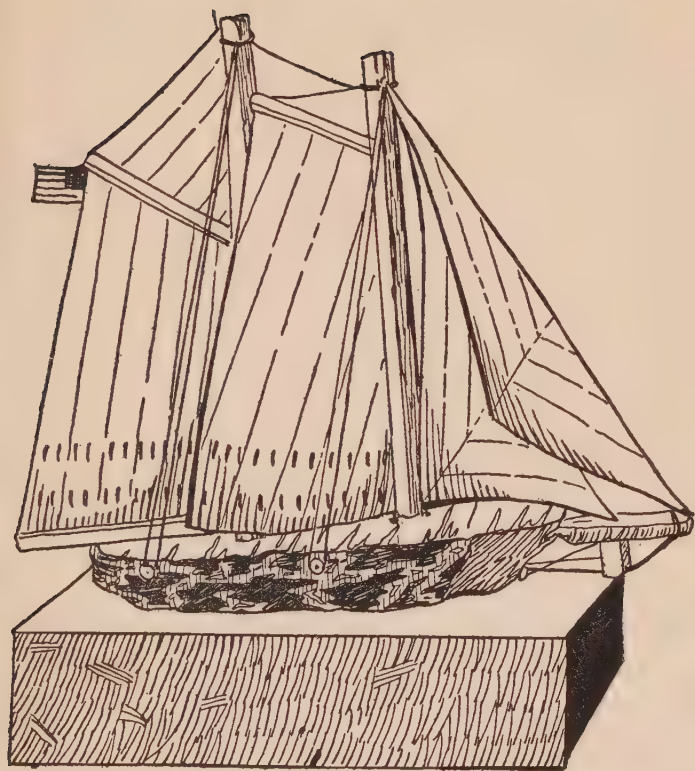


FIG. 1—The *America*

Racing Yachts

William H. Brown to build a vessel to meet the exacting requirements of a race with the crack yachts of Great Britain. She was to be designed by young George Steers, who also was to supervise her construction. The members of the syndicate were John C. Stevens, Edwin A. Stevens, Colonel James A. Hamilton, Jr., Beekman Finlay, Hamilton Wilkes and George L. Schuyler, who acted as Chairman and assumed charge of the negotiations with the Messrs. Brown and Steers.

The building of the *America* was watched with a great deal of interest by the sporting world and the public in general. She was 95 feet long, with an 80 feet keel, 23 feet beam and drew 11 feet of water. She was schooner rigged and carried two head-sails and a main-topsail. Be-

Done in Cork Models

low decks she was finished in rosewood, walnut and green silk velvet. Her accommodations were very luxurious indeed.

On her trip across the Western Ocean to England, she carried a crew of only six men before the mast, and was commanded by Captain Dick Brown, a Sandy Hook pilot. The Mate was Nelson Comstock. George Steers, her designer, James R. Steers and his young son Henry, who was fifteen years old, were aboard and did their turns at standing watch. Including the cook and mess-boy, the ship's company numbered thirteen.

Commodore Stevens and his brother Edwin A. Stevens and Colonel Hamilton crossed by steamer and joined the yacht in France. The *America* reached Havre in seventeen and one-half days and was fitted

Racing Yachts

out for racing in France. Her hull was painted black and her new racing sails were bent on. She was indeed a smart little ship and all her crew were justly proud of her.

The *America* left Havre at the end of July, 1851, and, sailing up the Solent, anchored at Cowes. An incident of this trip was an exciting brush with the British yacht *Laverock*, which, however, the *America* had no difficulty in beating, quickly getting to windward of the English boat and coming to anchor some twenty minutes before her temporary rival. This quite unofficial race was the only trial of speed that the *America* enjoyed for some little while, as the English yachtsmen seemed rather shy at first, of accepting the challenge

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posted by Commodore Stevens in the Royal Yacht Squadron's club house.

At last, however, Robert Stephenson, Esq., entered his schooner yacht *Titania* against the *America* for a race twenty miles from the Nab light and return. The stake was one hundred pounds. This trial was sailed on the 28th of August and the *America* beat *Titania* by fifty-two minutes, leaving her seven miles astern. This race proved the quality of the *America* beyond a doubt. The result of the Royal Yacht Squadron Regatta, which was sailed on the 22nd, had already proved it also. This was the famous race for the "Queen's Cup" (now known as the "America's Cup"). There were eighteen entrants for the race, fifteen of whom sailed in it. These were:

Racing Yachts

<i>Beatrice</i>	Schooner	Sir W. P. Carew (Owner)
<i>Volante</i>	Cutter	Mr. J. L. Cragie
<i>Arrow</i>	Cutter	Mr. T. Chamber- layne
<i>Wyvern</i>	Schooner	The Duke of Marl- borough
<i>Ione</i>	Schooner	Mr. A. Hill
<i>Constance</i>	Schooner	The Marquis of Conyngham
<i>Gipsy Queen</i>	Schooner	Sir H. B. Hoghton
<i>Alarm</i>	Cutter	Mr. J. Weld
<i>Mona</i>	Cutter	Lord A. Paget
<i>America</i>	Schooner	Mr. J. C. Stevens (Syndicate)
<i>Brilliant</i>	3-mast schooner	Mr. G. Ackers
<i>Bacchante</i>	Cutter	Mr. B. H. Jones
<i>Freak</i>	Cutter	Mr. W. Curling
<i>Eclipse</i>	Cutter	Mr. H. S. Fearon
<i>Aurora</i>	Cutter	Mr. T. Le Mer- chant

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The *London Illustrated News* had this to say about the event, at the time:

“The race at Cowes, on Friday se’night, for the Royal Yacht Squadron cup of £100, furnished our yachtsmen with an opportunity of ‘realizing,’ as our trans-Atlantic bretheren would say, what those same dwellers beyond the ocean can do afloat in competition with ourselves. None doubted that the *America* was a very fast sailer, but her powers had not been measured by the test of an actual contest. Therefore, when it became known that she was entered amongst the yachts to run for the cup on Friday, the most intense interest was manifested by all classes, from the highest to the humblest, who have thronged in such masses this Season to the Isle of Wight; and even Her Majesty and

Racing Yachts

the court felt the influence of the universal curiosity which was excited to see how the stranger, of whom such great things were said, should acquit herself on the occasion. The race was, in fact, regarded as a sort of trial heat, from which some anticipation might be formed of the result of the great international contest to which the owners of the *America* have challenged the yachtsmen of England, and which Mr. R. Stephenson, the eminent engineer, has accepted, by backing his own schooner, the *Titania*, against the *America*.

“Among the visitors on Friday were many strangers,—Frenchmen *en route* for Havre, Germans in quiet wonderment at the excitement around them, and Americans already triumphing in the anticipated success of their countrymen. The cards

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containing the names and colors of the yachts describe the course merely as being 'round the Isle of Wight'; the printed programme stated that it was to be 'round the Isle of Wight, inside Norman's buoy and Sandhead buoy, and outside the Nab.' The distinction gave rise, at the close of the race, to questioning the *America's* right to the cup, as she did not sail outside the Nab light; but this objection was not persisted in, and the Messrs. Stevens were presented with the cup.

"At 9:55 the preparatory gun was fired from the Club-house battery, and the yachts were soon sheeted from deck to topmast with clouds of canvas, huge gaff-topsails and balloon-jibs being greatly in vogue, and the *America* evincing her disposition to take advantage of her new jib

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by hoisting it with all alacrity. The whole flotilla not in the race were already in motion, many of them stretching down towards Osborne and Ryde to get good start of the clippers. Of the list above given the *Titania* and the *Stella* did not start, and the *Fernande* did not take her station (the latter was twice winner in 1850, and once this year; the *Stella* won once last year). Thus only fifteen started, of which seven were schooners, including the *Brilliant* (three-masted schooner), and eight were cutters.

“At 10 o’clock the signal gun for sailing was fired, and before the smoke had well cleared away the whole of the beautiful fleet was under way, moving steadily to the east with the tide and a gentle breeze. The start was effected splendidly, the yachts

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breaking way like a field of race-horses; the only laggard was the *America*, which did not move for a second or so after the others. Steamers, shore-boats, and yachts of all sizes buzzed along on each side of the course, and spread away for miles over the rippling sea,—a sight such as the Adriatic never beheld in all the pride of Venice; such, beaten though we are, as no other country in the world could exhibit; while it is confessed that anything like it was never seen, even here, in the annals of yachting.

“Soon after they started, a steamer went off from the roads, with the members of the sailing committee, Sir B. Graham, Bart., the Earl of Wilton, Commodore, and the following gentlemen: Lord Exmouth, Captain Lyon, Mr. A. Fontaine, Captain

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Ponsonby, Captain Corry, Messrs. Harvey, Leslie, Greg, and Reynolds. The American Minister, Mr. Abbott Lawrence, and his son, Col. Lawrence, *attaché* to the American legation, arrived too late for the sailing of the *America*, but were accommodated on board the steamer, and went around the island in her; and several steamers, chartered by private gentlemen or for excursion trips, also accompanied the match.

“The *Gipsy Queen*, with all her canvas set, and in the strength of the tide, took the lead after starting, with the *Beatrice* next, and then, with little difference in order, the *Volante*, *Constance*, *Arrow*, and a flock of others. The *America* went easily for some time under mainsail (with a small gaff-topsail of a triangular shape

Done in Cork Models

braced up to the truck of the short and slender stick which serves as her main-topmast, fore-sail, fore-stay-sail (jib), and jib (flying jib); while her opponents had every cloth set that the Club regulations allow. She soon began to creep upon them,



FIG. 2—Cork Model of Hull

passing some of the cutters to the windward. In a quarter of an hour she had left them all behind, except the *Constance*, *Beatrice* and *Gipsy Queen*, which were well together, and went along smartly with the light breeze. The yachts were timed off No Man's Land buoy, and the character

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of the race at this moment may be guessed from the result:

“*Volante*, 11h. 7m. 0s.; *Freak*, 11h. 8m. 20s.; *Aurora*, 11h. 8m. 30s.; *Gipsy Queen*, 11h. 8m. 45s.; *America*, 11h. 9m. 0s.; etc., etc.

“The others were staggering about in the rear, and the *Wyvern* soon afterwards hauled her wind, and went back towards Cowes.

“The *America* speedily advanced to the front and got clear away from the rest. Off Sandown Bay, the wind freshening, she carried away her jib-boom; but, as she was well handled, the mishap produced no ill-effect, and, during a lull which came on in the breeze for some time subsequently, her competitors gained a trifling advantage, but did not approach her. Off Ventnor the

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America was more than a mile ahead of the *Aurora*, then the nearest of the racing squadron; and hereabouts the number of her competitors was lessened by three cutters, the *Volante* having sprung her bowsprit, the *Arrow* having gone ashore, and the *Alarm* having stayed by the *Arrow* to assist in getting her off.

“But from the moment the *America* had rounded St. Catherine’s point, with a moderate breeze at S. S. W., the chances of coming up with her again were over. The *Wildfire*, which, though not in the match, kept up with the stranger for some time, was soon shaken off, and of the vessels in the match, the *Aurora* was the last that kept her in sight, until, the weather thickening, even that small comfort was lost to her. As the *America* approached the

Racing Yachts

Needles the wind fell, and a haze came on, not thick enough, however, to be very dangerous; and here she met and passed

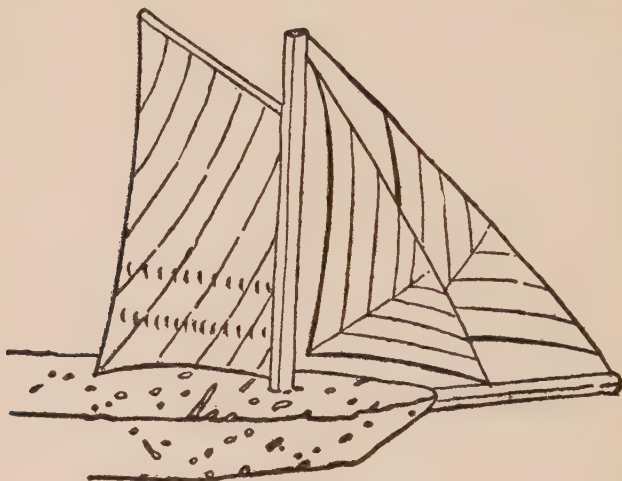


FIG. 3—Masts and Sails

(saluting with her flag) the *Victoria and Albert* royal yacht, with Her Majesty on board. Her Majesty waited for *Aurora*, and then returned to Osborne, passing the

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America again in The Solent. About six o'clock the *Aurora*, being some five or six miles astern, and the result of the race inevitable, the steamers that had accompanied the yachts bore away for Cowes, where they landed their passengers. The evening fell darkly, heavy clouds being piled along the northern shore of the strait; and the thousands who had for hours lined the southern shore, from West Cowes long past the Castle, awaiting anxiously the appearance of the winner, and eagerly drinking in every rumour as to the progress of the match, were beginning to disperse, when the peculiar rig of the clipper was discerned through the gloom, and at 8h. 34m. o'clock a gun from the flagship announced her arrival as the winner of the cup. The *Aurora* was announced at

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8h. 58m.; the *Bacchante* at 9h. 30m.; the *Eclipse* at 9h. 45m. and the *Brilliant* at 1h. 20m. (Saturday morning). No account of the rest."

After racing *Titania* as before mentioned, the *America* was sold to Lord John de Blaquièrre, who was an officer in the Indian army of Great Britain, for \$25,000. On the day after the regatta, she was visited by Queen Victoria, who complimented her crew upon their victory. Passing through several ownerships, the famous yacht finally came to anchor at the United States Naval Academy, where she was used as a training ship for some years. Then she was converted into a yacht once more by General B. F. Butler who entered her in several races.

Aside from winning the cup from a fleet

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of the best yachts in Great Britain and thus focusing the eyes of Europe on the boat from the United States, her victory was the

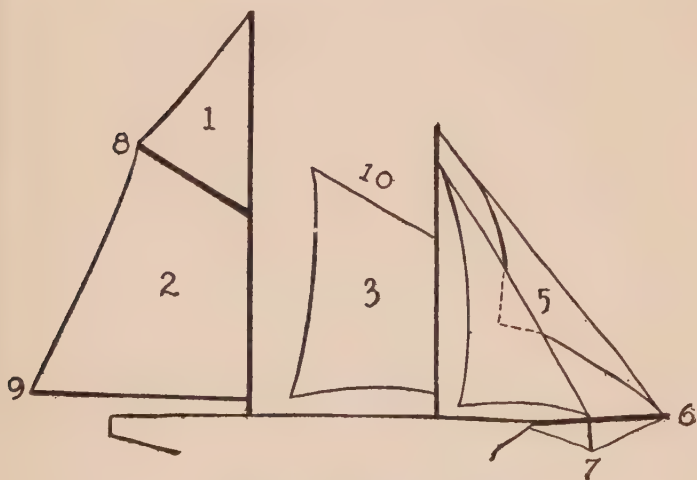


FIG. 4—Schooner Sails

means of attracting men of means in this country to the glorious sport of yachting. So, from that day to this, we have been able successfully to defend the cup from all in-

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vaders, and have built up a tradition on the water that we should all be proud of.

Commodore Stevens, and the members of the syndicate which owned the *America*, presented the cup that they had won to the New York Yacht Club, to be held in trust and defended against any who might challenge for it.

DIRECTIONS

Not the least attractive feature of these cork ship models is their very low cost. Two cents, at the most, will cover the materials used for any of the racing yachts in this book, as they consist merely of ordinary straight wine bottle corks, common pins, shoe-thread, glue, matches, wooden tooth-picks, paper and Crayola. A pen-knife and a pair of scissors are the only tools needed.

To make the model of the yacht *America* (Fig. 1), cut your cork to resemble Fig. 2.

Done in Cork Models

Next the ends of three matches should be sharpened after the heads have been removed. These are for the masts and bowsprit. The latter should be cut shorter than the others.

Make the sails of paper and mark the seams on them with black pencil. Glue them to the masts (or rigging, in the case of the jibs) as in Fig. 3. Use tooth-picks for the spars, as gaffs, booms, etc.

The drawing (Fig. 4) on page 23 explains in detail just what the sails of a schooner were like. The Dolphin Striker (7) on the bowsprit (6) is the small piece of match left over from cutting the bowsprit.

Sail key:	1. Main topsail	6. Bowsprit
	2. Mainsail	7. Dolphin striker
	3. Fore-sail	8. Main gaff
	4. Fore-stay-sail	9. Main boom
	5. Jib	10. Fore-gaff

NOTE: The *America* did not sport a fore-boom, this sail having a loose foot.

Slit the tops of the masts and the end of the bowsprit slightly, to hold the rigging in place.

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The rigging is made fast to pins placed where needed in the hull. A drop of glue at the mast-heads and the end of the bowsprit will hold everything tight in a gale of wind!

A nail in the bottom will make it possible to actually float these little yachts in the bathtub or a basin of water. The mantel-shelf or your desk, however, makes the best anchorage for these ships.

With a bit of patience and imagination, you should be able to make truly lifelike reproductions of these famous yachts, and, on a chart spread out on the floor or your table, resail some of the races for the *America's Cup*.

CHAPTER II

THE *Magic*

EIGHTEEN years passed after the winning of the Cup before a challenge was received from any source by the New York Yacht Club, its custodian. This challenge came from an English yachtsman, James Ashbury, owner of the schooner *Cambria*. This fine schooner, with three other English yachts, had badly beaten the American yacht *Sappho* in a race around the Isle of Wight, in 1868. *Sappho* was the largest yacht that had ever been built in the United States, and her defeat in England naturally gave Mr. Ashbury the impression that he could regain the "Queen's

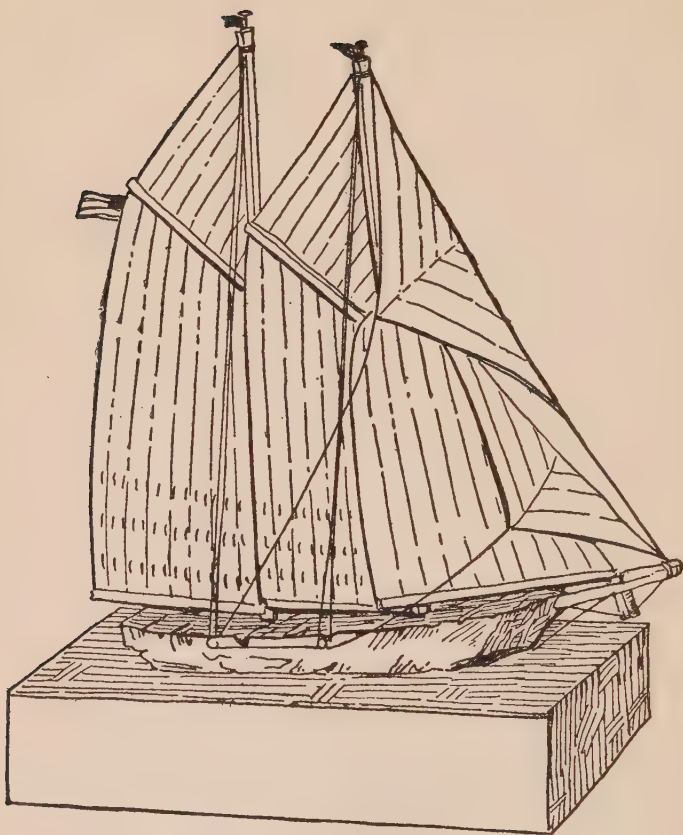


FIG. 5—The *Magic*

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Cup" with his schooner *Cambria*. Hence his challenge.

This, the first race for the Cup to be sailed in American waters, was sailed on August 8, 1870. The American favorites were *Dauntless*, owned by James Gordon Bennett, and the *America* herself, as she had won the Cup, in the first instance. The course sailed was from the anchorage to the buoy off Southwest Spit and thence to the light-vessel, rounding it and returning the same way. There were twenty-five entries, eighteen of whom started.

As the starting gun went, the line of yachts made sail, slipped their cables and turned eastward, close hauled and well together. Now came a surprise. *Magic*, one of the smallest and least known of the fleet, forged ahead. *Cambria* and *America*

Racing Yachts

flew towards the Hook among the leaders, but *Magic* was first out of the Narrows with six or seven others, leaving *Cambria* astern. The *Magic* held her lead throughout the struggle, flying home the winner. *Cambria*, the challenger, came in eighth (tenth on corrected time).

So the "Queen's Cup," since known as the "America's Cup," remained with us, and has ever since. Who knows? Perhaps the next time, Sir Thomas will carry it home with him. Then we shall have to cross the water again and try to bring it back. Losses sometimes make better sportsmen than do victories.

DIRECTIONS

You will notice that *Magic* (Fig. 5) has a fore, as well as a main, topmast. Her bowsprit

Done in Cork Models

is also a bit shorter than that of *America*, but on account of her fore-topmast, she is able to carry a flying jib, while *America* had only two head-sails. This yacht has a boom on her foresail too. Otherwise she is rather like *America*. If you color these models' hulls with black ink or Crayola, they will look just like the originals.

CHAPTER III

Columbia AND *Livonia*

THE second challenge for the Cup was also received from Mr. Ashbury, who built a schooner expressly for the purpose of racing for the "America's Cup," in 1871. She was 264 tons register and was 105 feet long on the water-line and 127 feet overall. Her beam was 23 feet 7 inches, and her draft 12 feet 6 inches. She was named *Livonia*. She was very much like an American schooner in many respects and her owner put great hopes in her.

The New York Yacht Club held four schooners to race against *Livonia*. These were *Columbia*, *Sappho*, *Dauntless* and

Done in Cork Models

Palmer. Not all at once, of course, but whichever seemed best according to weather conditions on the racing dates. This was an unfair advantage and was adversely commented upon on both sides of the water. *Columbia* was a center-board schooner 107 feet overall, 96 feet on the water-line, 25.1 feet beam, and drew 6 feet without the center-board. She was owned by Mr. Franklin Osgood.

It was finally arranged, after much unseemly bickering on both sides, that a series of seven races was to be sailed, the yacht winning four of them, to be declared the winner. The first race was held on October 16, 1871, over the New York Yacht Club course and was won by *Columbia* in 27 minutes, 7 seconds, corrected time. The second race of the series was sailed on

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October 18th, over a course twenty miles to windward from Sandy Hook light-vessel and return.

This race has been described by Captain Roland F. Coffin, in "The America's Cup," as follows:

"Previous to the start, when the owner of the *Columbia* brought the written instructions on board, his captain after reading them said, 'There is no direction as to the turning mark; how shall I turn it?' 'I'll go and see,' said Mr. Osgood, and getting into his gig he went on board the committee boat and returned with the instructions, 'Turn as you please.'

"With a cracking breeze from four points abaft the beam, and with all kites aloft (i.e., club-topsails, main-topmast-staysails, flying-jibs, balloon-jibs and balloon-

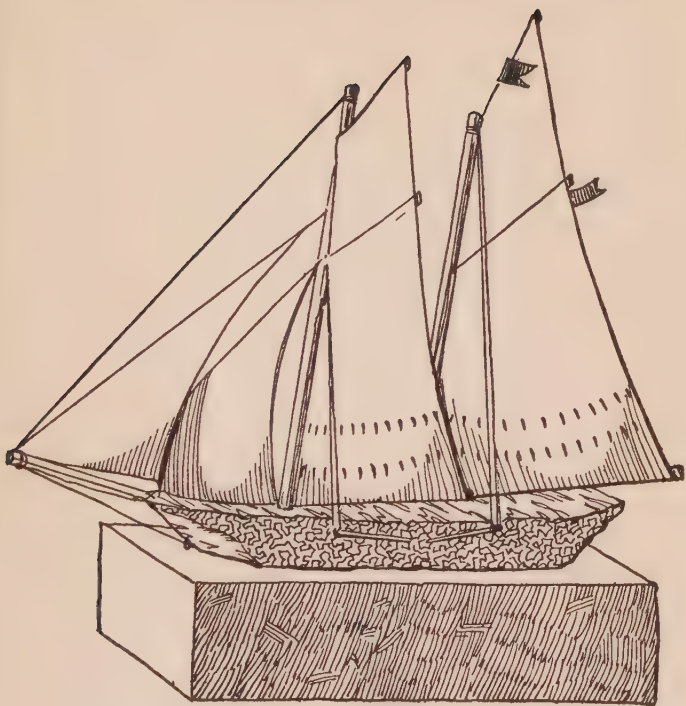


FIG. 6—The *Livonia*

Racing Yachts

jibtop-sails), the yachts went flying off, the *Livonia*, which had started a couple of minutes ahead, keeping her lead for a whole reach. In England, the rule is: When no instruction is given, to leave all marks on the star-board hand. To do this necessitated a gybe at the outer mark, and with the *Livonia's* big sprit-topsail aloft, this was a serious matter, and had he known that he was at liberty to turn the mark either way, of course the captain of the *Livonia*, a thorough seaman, would have luffed around; but he did not; he was leading, and believing that he must leave the mark on the star-board hand, he did so, gybing around all standing, at the imminent risk of losing his top-mast. Of course, with all sheets flowing, he went far to leeward of the mark, and in a stiff

Done in Cork Models

breeze had to luff to and trim flat for the beat home.

“The *Columbia*, meanwhile, whose captain did know that he could turn the mark either way, cut in 'twixt the mark-boat and the *Livonia's* stern, and tacked around the mark, cleverly getting her sheets aft in the act of tacking, and starting on the home stretch away up on her opponent's weather quarter.

“The wind had hauled sufficiently for the yachts to lay their course to the light-vessel without tacking, and was now a moderate gale. *Columbia* stowed her top-sails and reefed her foresail, for the reach home. *Livonia* hung on to her foresail, but took in her main-topsail and jib-topsail. She made better weather of it than *Columbia*, but failed to hold her rival, who won handily.”

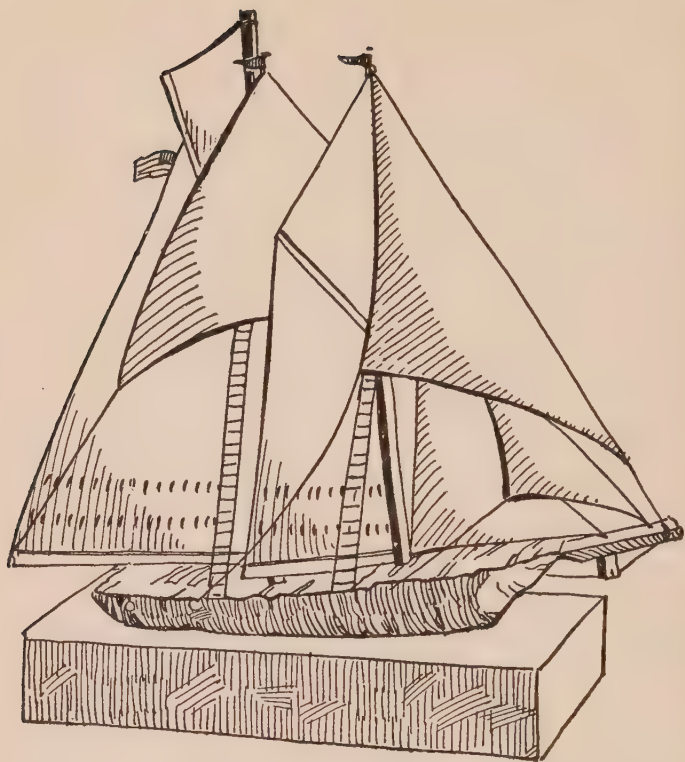


FIG. 7—The *Columbia*

Done in Cork Models

Columbia won this race by 5 minutes, 11 seconds, or 10 minutes, 33½ seconds, corrected time.

Mr. Ashbury protested this race on the score that the *Columbia* did not gybe around the mark, but the Racing Committee of the New York Yacht Club informed him that it was an understood rule, that unless otherwise instructed, sailing masters had the privilege of rounding marks either way at their discretion.

The third race was held on the 19th, and was won by *Livonia*, against *Columbia*, by 15 minutes, 10 seconds. During this race *Columbia* was very badly handled and in a fresh southwest breeze her fore-gaff-topsail split and she lost her flying-jib-stay. Later her steering gear broke and it took several precious minutes to rig a

Racing Yachts

jury tiller, with which she limped home under light sail, completely out of the running. This was *Columbia's* last cup race.

On the 21st of October, the Committee selected *Sappho* to sail against *Livonia* in the fourth race. The course was twenty miles to windward from Sandy Hook light-vessel and back. *Sappho* led from the starting gun, holding the lead until the wind freshened, when she fairly flew. Both yachts then snugged down for a hard beat to windward. *Sappho* at one time heeled over till her cockpit was actually awash and she lost a small boat in the excitement. Before the mark was reached she was two miles to windward of *Livonia*, rounding the mark 27 minutes, 35 seconds ahead of the other boat. *Sappho* won by 30 minutes,

Done in Cork Models

21 seconds. This was a hard sailed contest and a spirited sight for the spectators.

The last race, the fifth, was sailed on the 23rd, and *Sappho* once more defended the Cup. It was over the New York Yacht Club course, in a west by south wind. *Sappho* won by 25 minutes, 27 seconds. Mr. Ashbury was not at all satisfied with the result of these races, and went back to England in a disgruntled frame of mind. Correspondence between the Royal Harwich Yacht Club, of which Mr. Ashbury was Commodore, and the New York Yacht Club followed, which, while reaching somewhat vitriolic heights, at least cleared the atmosphere and put future international yacht racing matters on a sounder and more friendly basis.

Racing Yachts

DIRECTIONS

In build, *Livonia* (Fig. 6) is something like *America* but carries a fore-topmast. Her club-topsails, as you will notice, are brought forward of the masts, and are not unlike the old square-sails of the clipper ships only they are bent on "fore 'an aft" instead of 'thwart-ships. Her masts are quite tall and while her main-boom is very long, she has no fore-boom.

Columbia (Fig. 7) was a very beautiful schooner, and you should be able to make your little model just as beautiful. The large sail between the masts is called a main-topmast-stay-sail, and the topmast jib is a balloon-flying-jib. Fasten shoe-thread to the ends of the jibs and the topmast-staysail with drops of glue, and the other ends of the thread to the deck of the ship. Use tooth-pick bits for the clubs of the main-topsail and the other spars. Make the flags of small pieces of paper, colored brightly with Crayola. Mount the models on safety match boxes if you wish. With these two models, you may follow this old race, with the aid of a chart of the waters about Sandy Hook, New York.

CHAPTER IV

Madeleine AND *Mischief*

THE next two series of events for the possession of the Cup were both raced by Canadian yachts. So far, there have been no other challenges from north of the Border. The first of these races was sailed on August 11, 1876. The American schooner yacht *Madeleine* was the defender, and the Canadian schooner *Countess of Dufferin* was the challenger.

Madeleine was owned by Mr. John S. Dickenson of the New York Yacht Club and was a very smart schooner, 106 feet overall, 96 feet on the waterline, 24 feet beam. She drew 7 feet, 4 inches and had a

Racing Yachts

center-board. *Countess of Dufferin* was 107 feet overall, 24 feet beam and drew $6\frac{1}{2}$ feet. She was owned by a syndicate composed of Major Charles Gifford, Vice-Commodore of the Royal Canadian Yacht Club of Toronto, Captain Alexander Cuthbert of Cobourg, Ontario, and several others. Captain Cuthbert was her designer and builder. When the *Countess of Dufferin* arrived in New York she received much unfavorable comment from "salt water" men, owing to her not very ship-shape appearance, which was credited to her "fresh-water" origin.

Three races were arranged for, the winner of two of them to be the victor. The first was sailed on Friday, August 11th, as previously mentioned. *Madeleine* won by 9 minutes, 58 seconds. It was sailed over

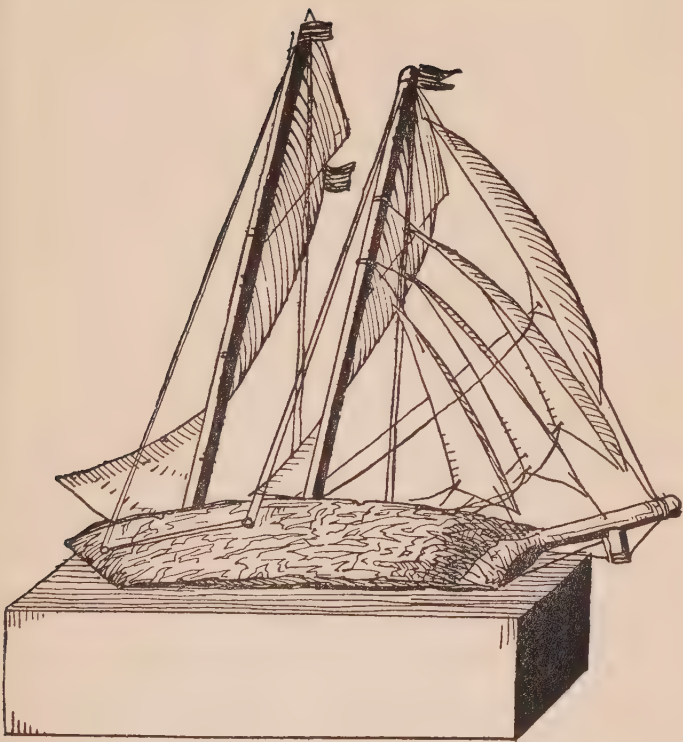


FIG. 8—The *Madeleine*

Racing Yachts

the New York Yacht Club course, from Stapleton, Staten Island, around Southwest Spit, to Sandy Hook light-vessel and return, finishing outside the Narrows.

The second (and last) race was held on the 12th, and was uneventful. *Madeleine* won it by 26 minutes, 13 seconds.

In 1881 the New York Yacht Club again received a challenge from Captain Cuthbert through the Bay of Quinte Yacht Club, which it accepted. This time the challenger, also designed and built by Captain Cuthbert, was a sloop named *Atalanta*. The sloop *Mischief* was selected to defend the Cup. She was the first metal yacht to be used in the cup races and was built at Wilmington, Delaware, from designs by A. Cary Smith, of New York. She was 67 feet 5 inches overall, 61 feet

Done in Cork Models

water-line, 19 feet 10 inches beam and drew 5 feet 6 inches. With her center-board she had a draft of 16 feet. *Atalanta* was of approximately the same dimensions.

The first race was sailed on November 9th over the New York Yacht Club inside course. Not much interest was taken in these races by the general public as they thought that *Atalanta* did not have a chance to win, which proved to be the case, as *Mischief* won by 28 minutes, 20¼ seconds.

The last race was sailed the next day over a course 16 miles to leeward of buoy 5 off Sandy Hook and return. There was a good west by north breeze, which carried the yachts before it at a good clip. During the run down the wind *Mischief* lost her



FIG. 9—The *Mischief*

Done in Cork Models

spinnaker-boom, which caused her to lose time. On the return beat both boats were forced to take in reefs and had some rather tough going. However, *Mischief* won by 38 minutes, 54 seconds.

DIRECTIONS

Fig. 8 shows *Madeleine* scudding along with a stiff breeze over her starboard quarter. She has a fore-staysail, jib, flying-jib and jib-topsail. By bending the paper sails, after you have cut them out and before you glue them to the rigging and masts, you can give them the appearance of billowing out with the wind.

Mischief (Fig. 9) is quite a different rig to the other ships that you have made. She is a sloop (cutter, as they are called in England). Her single mast is much higher in proportion to her length than are the masts on a schooner and her club-topsail is therefore very large. This sloop has not the "clipper" bow of the schooners, but a sharp, straight stem, as shown in Fig. 9.

CHAPTER V

THE *Puritan*

THE next (and fifth) series of races for the Cup were sailed in 1885, although the challenge was received by the New York Yacht Club in 1884. It came from Mr. J. Beaver Webb, who had designed the English cutters *Genesta* and *Galatea* for Sir Richard Sutton of the Royal Yacht Squadron and Lieutenant William Henn, R.N., of the Royal Northern Yacht Club. Mr. Webb wrote that both these yachts were challengers and requested a series of races for each of them, the idea being that if *Genesta* was defeated, *Galatea* would then try for the Cup.

Done in Cork Models

This double challenge was accepted by the American club and efforts were made to find or produce a yacht or yachts to defend the trophy against these new formidable rivals. Shortly after the challenge had been accepted, a group of men in Boston formed a syndicate to build a vessel worthy to uphold American tradition on the water. They were Mr. J. Malcolm Forbes, General Charles J. Paine, Mr. William Gray, Jr., Mr. Henry S. Hovey, Mr. William F. Weld, Mr. W. H. Forbes, Mr. Augustus Montgomery Sears, Mr. John L. Gardner and Mr. F. L. Higginson. General Paine was in active charge of this yacht, which was named *Puritan* and was designed by Mr. Edward Burgess. She was built by Messrs. George Lawley and Son.

Racing Yachts

Puritan was 94 feet overall, 81 feet 1½ inch water-line, 22 feet 7 inches beam, 8 feet 8 inches draft. She embodied the ideas of the English yacht designers as to depth of hull, and the American theory of beam and sharp lines. She was a very beautiful boat and proved to be extremely fast. During the races *Puritan* was enrolled on the lists of the Eastern Yacht Club. Captain Aubrey Crocker, of Cohasset, Mass., was her sailing-master. With *Puritan* he defeated the best sloops and schooners of the country, at the time of her trial races at the regatta of the Eastern Yacht Club off Marblehead, on June 30, 1885.

In New York, the Commodore and vice-Commodore of the New York Yacht Club, Mr. James Gordon Bennett and Mr. W. P. Douglas, respectively, commissioned

Done in Cork Models

Messrs. Harlan and Hollingsworth of Wilmington, Delaware, to build a sloop from the board of A. Cary Smith. She was named *Priscilla* and had an iron hull. She was 95 feet overall, 83 feet 3 inches waterline, 22 feet 5½ inches beam and drew 8 feet 7 inches.

Four yachts appeared for the trial races to decide the defender of the Cup. They were *Bedouin*, *Gracie*, *Priscilla* and *Puritan*. The first trial race was sailed on August 21, 1885, off Sandy Hook and was won by *Puritan*. *Priscilla* won the second event on August 22nd, which was sailed over a triangular course, from Scotland light-vessel, but as *Puritan* won the third race over the New York Yacht Club inside course, she was given the honor of defending the Cup.

Racing Yachts

The races between *Puritan* and *Genesta* were held in September, 1885. The first race, on the 7th, had to be called off, owing to lack of wind. An accident the next day also prevented there being a race. At the start *Puritan* fouled *Genesta*, carrying away her bowsprit and damaging her own mainsail. Sir Richard Sutton, who could have claimed the race, was too good a sportsman and agreed to call it off.

The first real race therefore, though third as to date, was sailed on September 14th, after two more races had been called off through lack of wind, on September 11th and 12th. This race was over the inside course of the New York Yacht Club, thirty-eight miles, off Bay Ridge being the starting point. *Puritan* won by 16 minutes, 19 seconds, corrected time. The final race

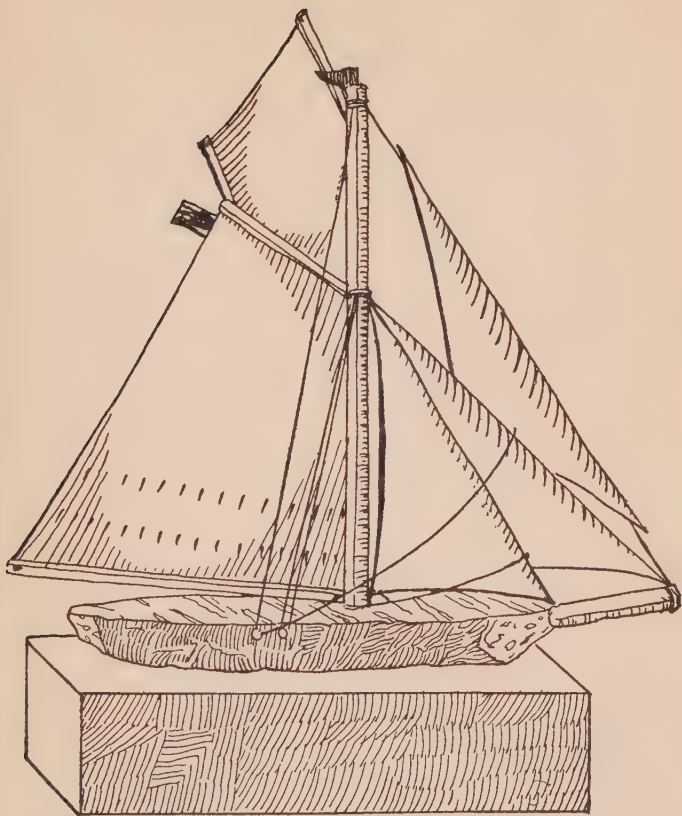


FIG. 10—The *Puritan*

Racing Yachts

was held on the 15th and brought out all that the yachts had in them. The course was twenty miles to leeward of Scotland light-vessel and back. There was a rip snorting nor'wester blowing which reached a velocity of thirty knots during the race.

Both boats started with spinnakers and club-topsails set and presented a fine sight to the thousands of spectators who followed the race in all manner of tugs, excursion steamers and private yachts, as they went billowing down the wind. *Genesta* made the mark half a mile ahead of *Puritan*. When both yachts had turned the mark, the hard beat to windward for the finish line began. *Puritan* sent down her topmast and *Genesta* took in her club-top-sail.

Done in Cork Models

The wind now shifted to north-north-west and the boats settled down to a long reach in a choppy sea with squalls coming intermittently. *Genesta* suffered considerably from these conditions. All the way home the race was nip and tuck, and *Puritan* won by only 2 minutes, 9 seconds. As she allowed time to *Genesta*, the figures were actually 1 minute, 38 seconds.

Genesta having lost, the New York Yacht Club now made arrangements with Lieutenant Henn to race his *Galatea* the following year.

DIRECTIONS

Puritan (Fig. 10) is very much like *Mischief*, as you will notice. She is a bit larger and more heavily built. In this model she has her flying-jib set.

CHAPTER VI

THE *Mayflower*

GENERAL CHARLES J. PAINE, who had managed *Puritan* in the preceding races, now ordered a boat from Mr. Edward Burgess to race against *Galatea* in 1886. That is, to compete for this privilege in the trial races with other American yachts. This boat was also constructed by Messrs. George Lawley and Son of South Boston and was named *Mayflower*. She was 100 feet overall, and she carried a deep center-board. Captain Martin V. Stone of Swampscott, Mass., was selected as her sailing-master by General Paine.

Having won the trial races held by the

Done in Cork Models

New York Yacht Club, against *Puritan*, *Priscilla* and *Atlantic*, *Mayflower* was elected to defend the Cup against *Galatea*, which arrived from England in August. This yacht was built of steel and was 102 feet overall, 80 feet on the water-line, 15 feet beam, and drew 13 feet. *Galatea* had not had very good luck in her trial races in England, but Lieutenant Henn must have had faith in her, as he brought her over to this side to race.

The first race between the British and American yachts was sailed on September 7th over the inside course at New York. Mr. J. Beaver Webb sailed *Galatea* and Captain Stone was at the helm on *Mayflower*. The Yankee boat won by 12 minutes, 2 seconds. The next race was a fluke, owing to fog and rain and lack of wind.

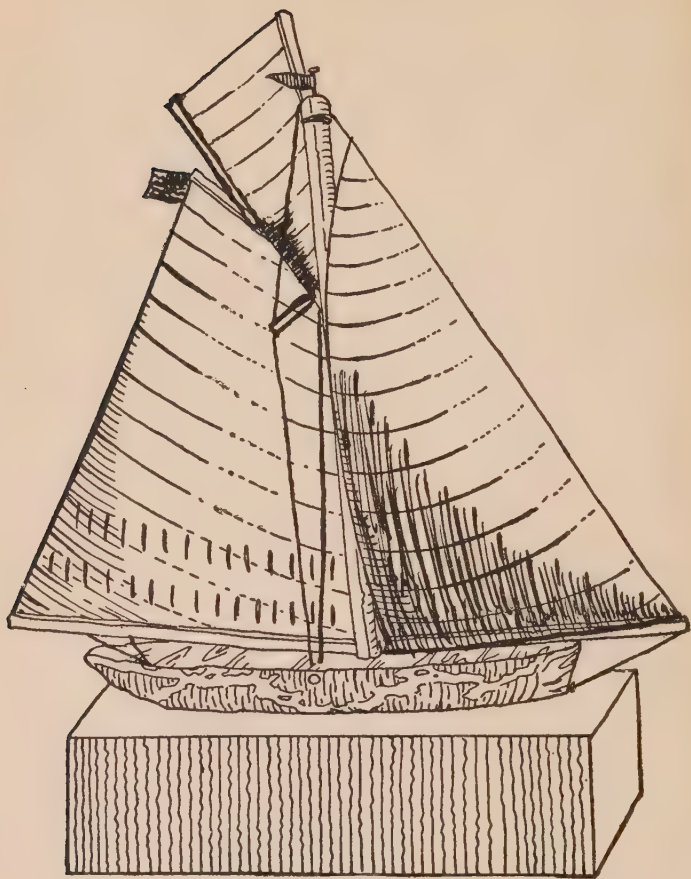


FIG. 11—The *Mayflower*

Done in Cork Models

Neither yacht covered the course within the time limit.

The final race was held on September 11th, the course being twenty miles to leeward from Scotland light-vessel and back. Lieutenant Henn, owner of *Galatea*, while on board his boat was ill but game, and he sailed the race nevertheless. All during the seven hours of the race there were very light airs and the yachts crept along slowly, with *Mayflower* at one time two miles in the lead. It was not a very exciting race from any viewpoint. *Mayflower* won by 29 minutes, 9 seconds, corrected time allowing *Galatea* 39 seconds.

DIRECTIONS

In this model of *Mayflower* (Fig. 11) she is depicted with her balloon-jib set. She has the same straight stem as *Puritan*, and carries a large club-topsail.

CHAPTER VII

Volunteer

ANOTHER challenge was received by the New York Yacht Club in 1887, this time from Scotland. George L. Watson designed a boat for a syndicate made up of the Messrs. James Bell, John Clark, William Clark, Andrew, William, James and George Coates, J. Hilliard and William Bell. The builders were Messrs. D. & W. Henderson of Patrick on the Clyde. The boat was a cutter and was appropriately named *Thistle*.

She was 108.50 feet overall, 86.46 waterline, 20.35 feet beam, 13.80 feet draft. She had a clipper bow and was, taken all in all,

Done in Cork Models

a very fast, able and rakish craft. Much was expected of her by Mr. Watson, her designer, who had made a careful study of American yachts, and in *Thistle* combined all of the best practice of British and American yacht design.

To meet this challenging boat, Edward Burgess again designed a yacht for General Paine of Boston, which was built at the yard of the Pusey & Jones Shipbuilding Company at Wilmington, Delaware. The boat was towed to Boston and rigged by George Lawley & Son. She was 106 feet 3 inches overall, 85 feet 10 inches waterline, 23 feet 2 inches beam, and drew 10 feet. Like the Scotch boat, she too had a clipper bow. She was named *Volunteer*.

General Paine's sailing-master was Captain Henry Clayton Haff, of Islip,

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Long Island. I knew him when I was a boy and spent my summers in a village on Great South Bay. We called him "Hank" Haff, and to the young skippers of 18-foot cat-boats and knock-about's he was naturally a God-like personage. Of course my acquaintance with the Captain was some years later than this period, but he was still sailing great yachts to victory.

This series of races was arranged on a basis of two out of three races deciding the winner and the first event was held on Tuesday, September 27, 1887. It was sailed over the inside course of the New York Yacht Club. Mr. Winfield M. Thompson, in "The Lawson History of the America's Cup," writes that:

"An enormous fleet of steamers, yachts and miscellaneous craft came down to the

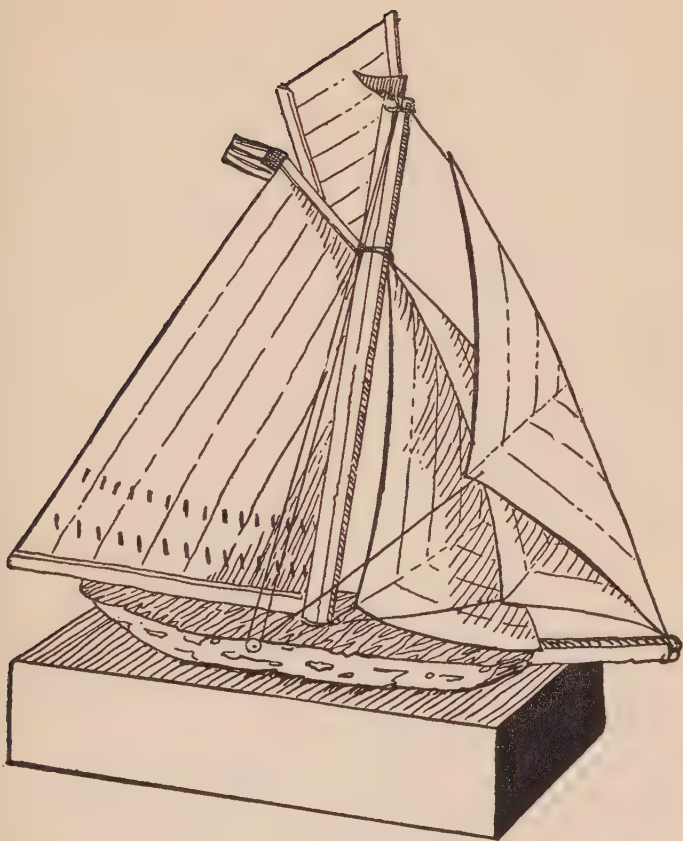


FIG. 12—The *Volunteer*

Racing Yachts

Narrows for the start, and made manoeuvring hazardous for the racers. The morning was dull and the wind light. When manoeuvring began between the two big yachts, supporters of *Volunteer* were inclined to think they had underestimated the challenger's abilities, and therefore moderated their transports. *Thistle* skipped about in the light air with such ease she looked dangerous.

"*Thistle* was being held close to the wind, but just before *Volunteer* reached her she took starboard tacks aboard and headed for the Bay Ridge shore. *Volunteer* kept the port tack. *Thistle* found soft wind and a head tide near the shore, and came back to port. At 12:47 *Volunteer* tacked to starboard, and crossed her bow. Here was work that cheered every American in the

Done in Cork Models

crowd of spectators. *Volunteer* soon increased her pace, under a stronger breeze, while *Thistle*, with sails hardly filled, moved lazily. Half an hour after the start *Volunteer* had a lead of about an eighth of a mile, and at buoy 13 she was half a mile ahead and to windward, and pointing higher than the cutter. At buoy 10, the wind having been light, increasing after a lull, *Volunteer* was a mile ahead.

“From buoy $8\frac{1}{2}$ to the light-vessel was a reach of about ten miles, which *Volunteer* made on the starboard tack, adding three minutes to her lead from buoy 10. On the run home she met *Thistle* about a mile and a quarter from the light-vessel. At buoy $8\frac{1}{2}$ *Volunteer* broke out her spinnaker, and made the last stretch of the course in piping time, beating *Thistle* by

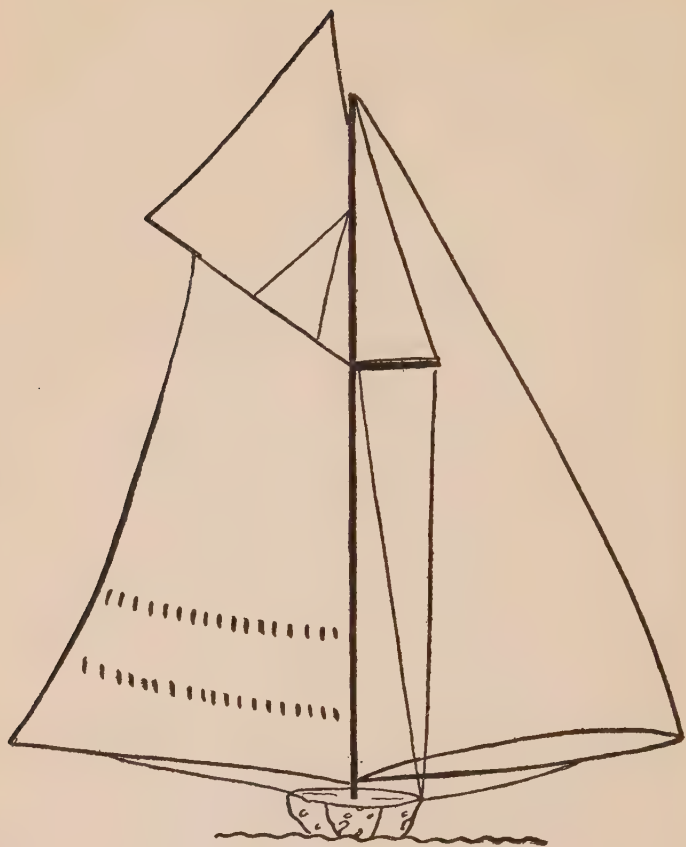


FIG. 13—Spinnaker

Done in Cork Models

19 minutes, $23\frac{3}{4}$ seconds, after allowing 5 seconds. The average force of the wind for the race was eight knots, it veering from south to west, and around to south-east."

Volunteer also won the next race, on September 30th, twenty miles to windward from Scotland light-vessel and back, beating *Thistle* by 11 minutes, $48\frac{3}{4}$ seconds, corrected time.

DIRECTIONS

Volunteer (Fig. 12) has a clipper bow, quite unlike the straight "cutter" bows of the other sloops that we have so far made. She is shown with her large jib-topsail set. The spinnakers that we have heard about as being used in the Cup races were very large triangular sails, which reached from the truck of the mast down to the deck, and then out to the end of the spinnaker-boom, set either to port or starboard, and used "wing-a-wing" with the mainsail, when sailing before or with the wind. See Fig. 13.

CHAPTER VIII

THE *Vigilant*

ON MARCH 19, 1889, Mr. Richard Grant, secretary of the Royal Yacht Squadron, sent a challenge for the Earl of Dunraven, naming his seventy-foot cutter *Valkyrie* as the vessel he would bring over. The New York Yacht Club accepted the challenge on April 11th. *Valkyrie* was designed by George L. Watson and built by Messrs. J. C. Fay & Company of Southampton, England. She was 85 feet overall, 70 feet water line, 15.9 feet beam and drew 11.6 feet.

Unfortunately there now followed a lengthy correspondence between the two

Done in Cork Models

yacht clubs over Lord Dunraven's challenge, and as no decision could be reached as to terms, the races went by the board. In 1892 Lord Dunraven again took up the matter of his challenge with the New York Yacht Club, which was formally accepted by the club on December 13, 1892.

Lord Dunraven built a new boat for these races called *Valkyrie II*. She was a bigger vessel than his old boat of the same name, being 117.25 feet overall, 86.80 feet water-line, 22.33 feet beam and 13.5 feet draft. She had an enormous "spoon" bow and huge "overhang" stern and a very tall mast and a comparatively short bowsprit.

To decide on the defense of the Cup, several trial races were held between *Vigilant*, *Jubilee*, *Pilgrim* and *Colonia*. As *Vigilant* won them all nicely she was

Racing Yachts

selected to meet *Valkyrie II*. *Vigilant* was designed and built by Nathaniel G. Herreshoff of Bristol, R. I., for a syndicate composed of the Messrs. C. Oliver Iselin, E. D. Morgan, August Belmont, Oliver Belmont, Cornelius Vanderbilt, Charles R. Flint, Chester W. Chapin, George C. Clark, etc. She had a shallow or "dish" body with a deep fin keel and like her rival, wide overhang at both bow and stern. She was 124 feet overall, 86.19 feet water-line, 26.25 feet beam and 13.50 feet draft. Captain William Hansen was her sailing-master.

Valkyrie II arrived on the 22nd of September, 1893, and settled down to fit out for the races. This beautiful yacht gave American yachtsmen something to think about and many prayers were said for the

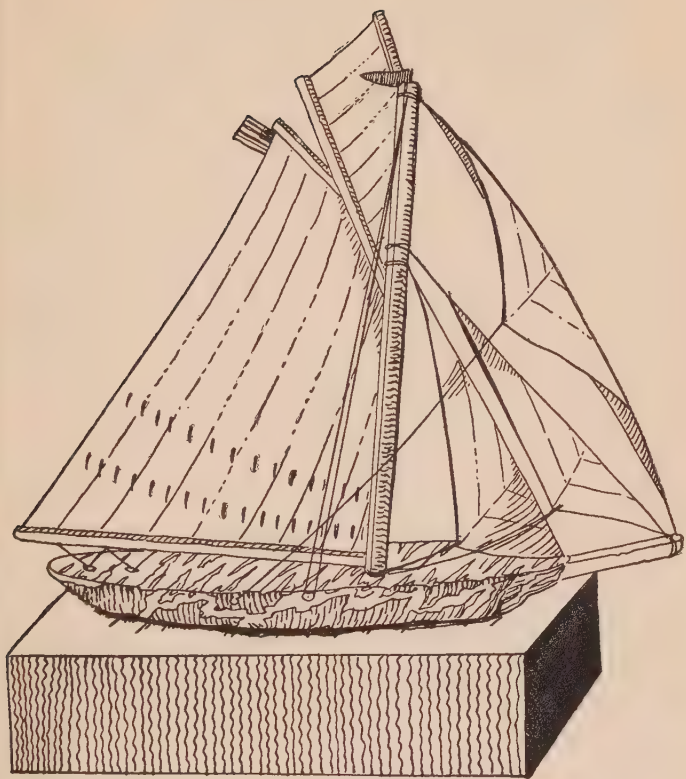


FIG. 14—The *Vigilant*

Racing Yachts

success of *Vigilant*. She too was from designs by George L. Watson and was constructed in the yard of Messrs. D. & W. Henderson on the Clyde. She was commanded by Captain William Cranfield and unlike the American yacht was not owned by a syndicate, but was the personal property of Wyndham Thomas-Wyndham Quin, Earl of Dunraven and Mount-earl of Dunraven Castle, Brigend, Glamorganshire, Ireland. However, *Valkyrie's* port of hail was Glasgow.

I saw two of this series of races, when a small boy, being taken to them by one of my uncles in a tug belonging to his firm in New York. I shall never forget the thrill of seeing the two magnificent, swan-like creatures of the deep as they bore down the wind with spinnakers, and balloon-jibs set

Done in Cork Models

and billowing full, resembling great white clouds, speeding over the surface of the dancing waves. What with the shrieking of the steamer whistles, the fluttering flags and the yells of the spectators, it is no wonder that I nearly fell overboard in my excitement and caused my poor uncle much worry.

The first race was held on October 5th, but as there was no wind, it had to be called off shortly after the yachts had drifted around the outer mark. On the 7th, they raced over a thirty-mile course to leeward and windward from the light-vessel, in a six-knot breeze, *Vigilant* winning by 5 minutes, 48 seconds.

The second race occurred on October 9th and was very exciting, being sailed in a steadily increasing wind, which reached

Racing Yachts

a velocity of 29 knots. At times both boats were heeled over till their lee scuppers were awash and there was lively work for the crews aboard the racers. *Vigilant* won this race by 10 minutes, 35 seconds.

The next race, on the 11th, was also called off due to lack of wind, neither boat rounding the outer mark until after dark. On the 13th, the yachts met again, in what proved to be the high spot of the series. In the home stretch the wind was blowing at the rate of 25 knots per hour, and both boats were rushing before it with huge balloon jibs, spinnakers, mainsails and topsails set. A glorious sight, my hearties! Suddenly *Valkyrie's* spinnaker split from top to foot, and during the task of taking it in and breaking out a new one, *Vigilant* gained a little and crossed the finish line,

Done in Cork Models

the winner by 40 seconds. How was that for a race?

DIRECTIONS

In this model, *Vigilant* (Fig. 14) both the bow and stern are very much cut away. The mast is extremely tall, the main-boom very long, and the flying-jib rather small.

CHAPTER IX

THE *Defender*

THE ninth challenge for the "America's Cup" was received from Lord Dunraven in 1895. The British boat built to race for the Cup was named *Valkyrie III*. She was owned by a syndicate which included Lord Dunraven, Lord Wolverton and Captain Harry McCalmont. George L. Watson designed her and the yard of the Messrs. D. & W. Henderson on the Clyde turned her out.

Valkyrie III was 129 feet overall, 88.85 feet water-line, 26.20 feet beam and her deep fin keel gave her a draft of 20 feet. From her deck to the truck of her topmast

Done in Cork Models

was 132.08 feet! Her main-boom was 105 feet long and was made of hollow steel, while her main-gaff was 65 feet. Her spinaker-boom was 78 feet long.

This cutter was undoubtedly the best and fastest racer that so far had ever been sent to race for the Cup, and interest both here and abroad ran high and conjectures as to the outcome of this series of races were many.

For the defense of the famous Cup America built a ship equal to the task ahead of her. She was named *Defender*. She was built at Bristol, R. I., by Herreshoff, who also designed her. *Defender* was 123.00 feet overall, 88.45 feet waterline, 23.03 feet beam, 19.06 feet draft. She also had a deep fin keel, the first American cup defender to adopt this British feature.

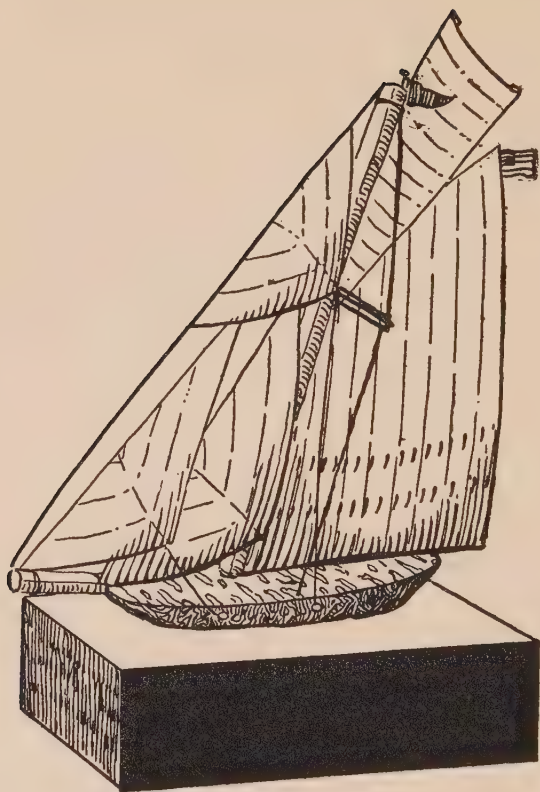


FIG. 15—The *Defender*

Done in Cork Models

Her mainmast and topmast were 129.42 feet high, and her spinnaker-boom was 73.36 feet long. She was owned by the Messrs. William K. Vanderbilt, E. D. Morgan and C. Oliver Iselin. Mr. Iselin managed the vessel. Captain "Hank" Haff was sailing-master and he had an all American crew from Deer Isle, down in Maine.

The first race was sailed on September 7th, in a very light wind over a course from Sandy Hook light-vessel. Both yachts were in perfect condition, with beautifully fitting sails. *Valkyrie III* having the largest club-topsail ever seen in these waters. Owing to the absence of wind the race was in no way notable. *Defender* won by 8 minutes, 49 seconds.

Unfortunately for both yachts the

Racing Yachts

course was very much obstructed by steamers full of sightseers—a condition of affairs which caused Lord Dunraven to make a complaint to the Cup Committee of the New York Yacht Club. He also stated that he thought *Defender's* load-water-line had been tampered with, to the disadvantage of *Valkyrie III*.

The second race was held on September 10th, and during the manoeuvring for the start, *Valkyrie III* fouled *Defender*, disabling the defender's topmast and parting one of her shrouds. *Defender* hoisted a red protest flag, and the Committee boat broke out an answering pennant in reply. *Valkyrie III* went over the line and around the course, followed by the crippled *Defender*, which was game enough to go through with a losing proposition. *Val-*

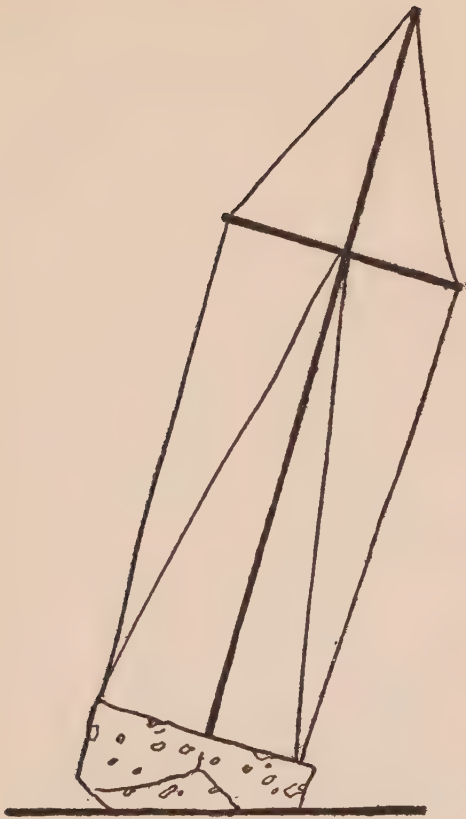


FIG. 16—Leaning Hull

Racing Yachts

kyrie III won by 47 seconds, corrected time. However, the race was given to *Defender* on account of the foul. The same day Lord Dunraven wrote to the Cup Committee that unless the steamer traffic on the course could be controlled he refused to race *Valkyrie III* further. To this the Committee answered that it was not in their power to prevent this trouble and that it bothered the American yacht equally with the challenger.

The third race was sailed on the 12th. *Valkyrie III* arrived at the starting point off Sandy Hook, under lower sails only, unprepared for a race. *Defender* set her topsail and spinnaker, with mainsail, fore-stay-sail and jib. Both boats crossed the line after the gun, and then to the surprise of everyone, *Valkyrie III* took in her rac-

Done in Cork Models

ing flag, and hoisted the burgee of the New York Yacht Club at the truck and leaving the course, was towed back to her berth, giving the race to *Defender*, whose skipper put her around the course in 4 hours, 43 minutes, 43 seconds, corrected time.

After this race there was a long series of correspondence between Lord Dunraven and the New York Yacht Club, which resulted in the expulsion of Lord Dunraven from the club. The whole affair was most unseemly and regrettable.

DIRECTIONS

Defender (Fig. 15) is shown close hauled on the starboard tack and will make a very attractive model if you will cut the hull so that it leans over a bit, as in Fig. 16.

CHAPTER X

THE *Columbia*

ON AUGUST 6, 1898, the Royal Ulster Yacht Club sent a challenge to the New York Yacht Club, on behalf of Sir Thomas Lipton who purposed to race his cutter yacht *Shamrock* for the Cup. The challenge was accepted and plans to build a suitable defender were soon under way. Mr. J. Pierpont Morgan commissioned Herreshoff to design and build a sloop, which was named *Columbia*. Mr. C. Oliver Iselin was a part owner of the vessel and her manager.

Columbia was 131 feet overall, 89.66 feet water-line, 24.17 feet beam, and her

Done in Cork Models

draft was 19.75 feet. Captain Charles Barr was her sailing-master and like *Defender* she carried a crew of men from Deer Isle. Her mast was made of hollow steel and she was a very handsome boat, one of the most beautiful yachts ever seen afloat.

During the trial races which were sailed over a course laid from Brenton Reef light-vessel, *Columbia* showed a fine turn of speed, easily defeating *Defender*, with whom she competed. *Columbia*, as the result of these three races, was selected to race *Shamrock* for the Cup.

The British yacht was built at Millwall on the Thames, not far from London. She was 128 feet overall, 87.69 feet on the water-line, 25 feet beam and 20.25 feet draft. She, too, was a beautiful ship. Her hull was painted green, which gave her a

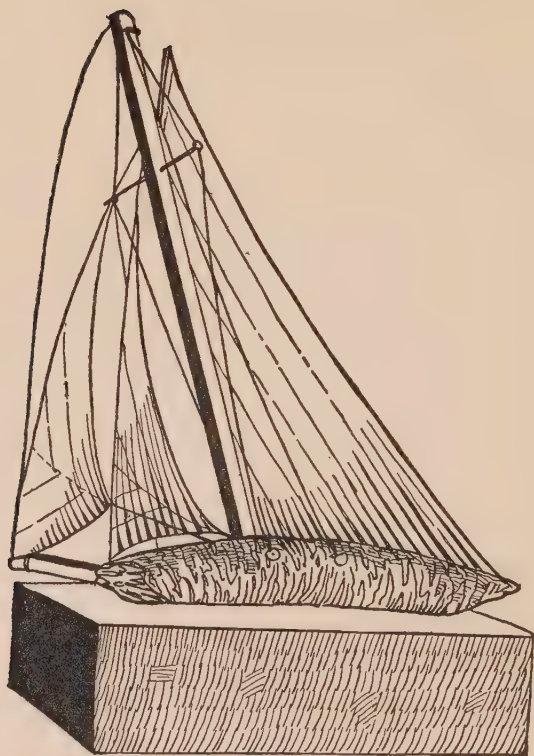


FIG. 17—The *Columbia*

Done in Cork Models

very smart appearance. Her commander was Captain Archie Hogarth, a fine sailor.

These races were sailed in 1899, and this time the United States Government took hold of the steamer congestion and detailed some revenue cutters to guard the course, making it clear for the racing yachts. There were six cutters and six navy torpedo boats in the special patrol, under the command of Captain Robley D. Evans. During the period of these races between *Columbia* and *Shamrock* there was a great deal of fog, and when there was clear weather there was no wind. So, while the series started on October 3rd, and the yachts made a start on that day and on the 5th, 7th, and 19th, all races had to be called off, owing to lack of wind. Fog

Racing Yachts

prevented racing on the 10th, 12th, 13th, and 14th. All this was discouraging for everyone concerned in the sport.

Finally, on October 16th, a race was secured. There was a good ten knot breeze, a rolling sea and a touch of fog. The course was fifteen miles to windward E. S. E. from the light-vessel. *Columbia* won by 10 minutes, 8 seconds, after allowing *Shamrock* 6 seconds.

The next race was on the following day, over a triangular course, in a fairly strong breeze from E. by S. Before half an hour had elapsed, and when both boats were on the port tack, with *Columbia* slightly in the lead, *Shamrock's* topmast went by the board, carrying her very large club-topsail with it. The ship was brought up into the wind and was towed home. According to

Done in Cork Models

racing practice, *Columbia* sailed around the course alone. But there was no glory in this sort of victory.

On the 20th, when the final race was sailed, there was a strong N. by E. wind, with rough seas. The course was laid to leeward fifteen miles S. by W. and return. The yachts made for the line with scuppers awash, and spray coming aboard over their bows. It was a superb sight for the thousands of spectators who were at the scene that day. The wind increased to a twenty knot breeze and the boats carried all the sail they dared. Each had a large spinnaker to starboard, her mainsail to port, and carried a working topsail. *Shamrock* crossed first and gave *Columbia* an exciting stern chase for nearly an hour. At last the beautiful white sloop was in the

Racing Yachts

lee of the green cutter and had blanketed her. Soon *Columbia* came out of her rival's lee and made for the mark, gradually leaving her behind. This was a stirring race, and as the yachts swept around the mark and sheeted home for the beat back it already looked like *Columbia's* race.

The American boat won by 6 minutes, 34 seconds. This was truly a great contest.

DIRECTIONS

In Fig. 17, *Columbia* is shown in a spanking breeze, with no top-sail or flying jib set. She is close hauled, with her sails almost flat inboard.

CHAPTER XI

THE *Shamrock II*

SIR THOMAS LIPTON sent a second challenge for the Cup through the Royal Ulster Yacht Club on October 2, 1900, which was accepted by the New York Yacht Club on October 17th. *Shamrock II*, the boat with which Sir Thomas was to make his second attempt to "lift" the Cup, was designed by George L. Watson and launched at the yard of Messrs. William L. Denny and Brother on the Levin River at Dumbarton.

Shamrock II was a lovely expression of man's nautical ideas. She was 137 feet overall, 89.25 feet on the water-line, 24 feet

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beam and 21 feet 3 inches draft. At first her hull was painted green, as had been that of *Shamrock I*, but for the races she was scraped clean, and her top-sides presented a brightly burnished coppery hue, which glistened in the sun. Her sails were of a light tan color and this combination of buff and copper-green made her a lovely sight.

On May 22nd, King Edward VII of Great Britain was the guest of Sir Thomas Lipton aboard *Shamrock II*, on the occasion of her third trial race with the old *Shamrock* over the old Queen's course from West Brambles buoy around the Warner and Lepe. In the King's party were the Marchioness of Londonderry, Mr. and Mrs. W. G. Jameson and Mr. and Mrs. George L. Watson.

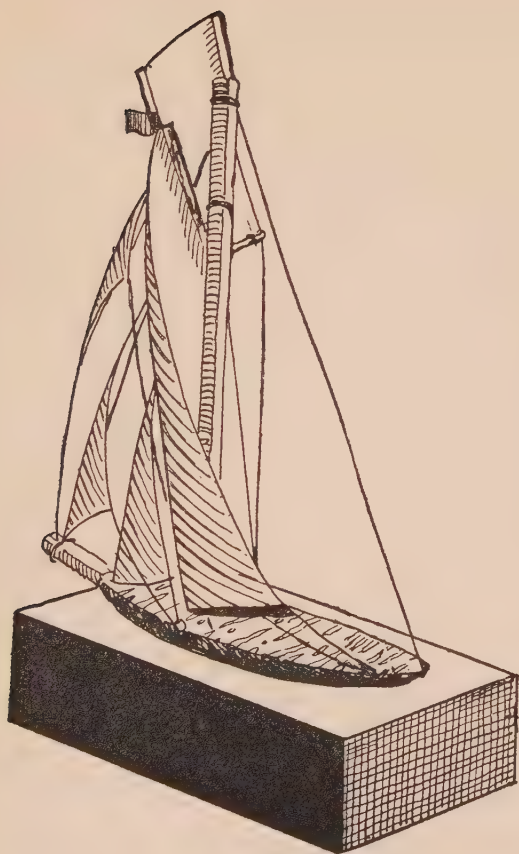


FIG. 18—The *Shamrock II*

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Shamrock II was coming into the wind at the start, when suddenly her entire top-hamper collapsed and her great mast and all her rigging and sails, with their spars, fell over the side into the sea. By a miracle nobody was injured, but the accident caused much consternation throughout England and embarrassment to Sir Thomas. After being re-rigged, *Shamrock II* gave a good account of herself in future trials and yachtsmen on this side thought that she would give our defender some trouble.

Meanwhile, three boats were being either built or made ready to decide who would have the honor of again racing the British challenger for the Cup. *Columbia*, which had successfully defended the famous trophy the last time, was put in racing trim

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and *Constitution* was designed and built by Herreshoff for a New York Yacht Club syndicate made up of the Messrs. August Belmont, James Stillman, Oliver H. Payne, Frederick G. Bourne, and Henry Walters.

She was under the management of Mr. W. Butler Duncan and her sailing-master was Captain Urias Rhodes. The third ship was *Independence*, built for Mr. Thomas W. Lawson of Boston by George L. Lawley at the Atlantic Works, East Boston, from designs by Bowdoin B. Crowninshield. She was launched on May 18th, and her owner and supporters expected that she would uphold the traditions of New England with honor in her contests for the prize of being the Cup defender. In this they were disappointed, as in being

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towed around Cape Cod in nasty weather, she sprang some of her bow rivets and never was able to do much afterwards.

Columbia was under the command of Captain Charlie Barr, and Mr. E. D. Morgan, who had bought Mr. Iselin's share in her, was her manager. Although the older boat, she made such a good showing in the trial races with *Constitution* and *Independence*, that she was selected to defend the Cup for the second time. On her, then, were centered the hopes of the American yachting public.

Shamrock II arrived in the United States on August 11th and went to Erie Basin to fit out. Her sailing-master was Captain Edward A. Sycamore. To the layman *Shamrock II*, with her smooth, shiny body, towering mast and enormous spread

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of sail, looked a more formidable racing machine than did *Columbia*. Interest in this series of races was therefore intense and speculation was rife as to the ultimate outcome.

The first meeting between the two great beauties was on September 26, 1901. A large fleet of excursion steamers, tugs and yachts went out to the scene of the contest, but were held duly in check by the revenue cutters detailed for the purpose. There was no overcrowding and the racers again had a clear course. The government flotilla was under the command of Captain Thomas D. Walker, with the *Gresham* as his flagship.

Shortly after the yachts had rounded the outer mark the wind fell to almost a dead calm and at 4.40 the race was declared off.

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At this time *Columbia* was about a mile ahead of her rival, but still had eight miles to go. The next race was on September 28th, over a course fifteen miles to windward and return, laid E. by S. *Columbia* won by 1 minute, 20 seconds, corrected time.

On October 1st, there was again no wind and after a start the boats were unable to finish within the allotted time, the race therefore being called off. The next event was held on October 3rd, in a strong nor'west gale. The course was triangular, E. $\frac{1}{2}$ S., S. W. $\frac{1}{2}$ S., and N. N. W. In the skirmishing at the start the visiting skipper out-classed Captain Barr and got away with a better position, forcing *Columbia* into a stern-chase after *Shamrock II*. This race was very exciting and the windward

Done in Cork Models

work on the beat home, as the yachts buried their lee rails under the green water, close-hauled in a spanking breeze, was a glorious spectacle for the crowd of "fans" which had assembled for the occasion.

Columbia won by 3 minutes, 35 seconds, corrected time. The time made in this race was the fastest since that made by the schooner *Columbia* in her race with *Livonia* in 1871, though the old schooner's record was not broken.

The last race was sailed on the 4th, and was extremely close. The course was fifteen miles to leeward and return and there was a nine-knot breeze at the start, blowing from N. N. W. Both yachts started under an enormous press of sail, having spinnakers, balloon-jib-topsails and huge

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club-topsails set besides their lower sails. On the beat home *Shamrock II* showed that she could head into the wind better than *Columbia*, who had to tack much more often than did the British boat. As the yachts neared the finish line it was difficult to decide which was going to be the winner. *Shamrock II* crossed the line 2 seconds before *Columbia*, but, with the time allowance due her from *Shamrock*, *Columbia* won the race by 41 seconds, corrected time.

Once more the Cup was safe!

DIRECTIONS

Shamrock II (Fig. 18) is seen with her backstays taut, as she sails with the wind over her starboard quarter. By bending the paper sails, as you put them on, you may readily gain this effect and make a very effective model.

CHAPTER XII

Reliance AND *Shamrock III*

IN AUGUST, 1902, the New York Yacht Club received another challenge from Sir Thomas Lipton, naming his sloop *Shamrock III* as the challenger. She was designed by Fife and was 134 feet 4 inches overall, 89 feet 10 inches on the water-line, 23 feet beam and 19 feet draft. She was the first challenger for the Cup to steer with a wheel, all the others using the tiller of British tradition.

A New York Yacht Club syndicate ordered a sloop from Herreshoff, to compete in the trials to pick a defender for the Cup. This ship was named *Reliance*, and

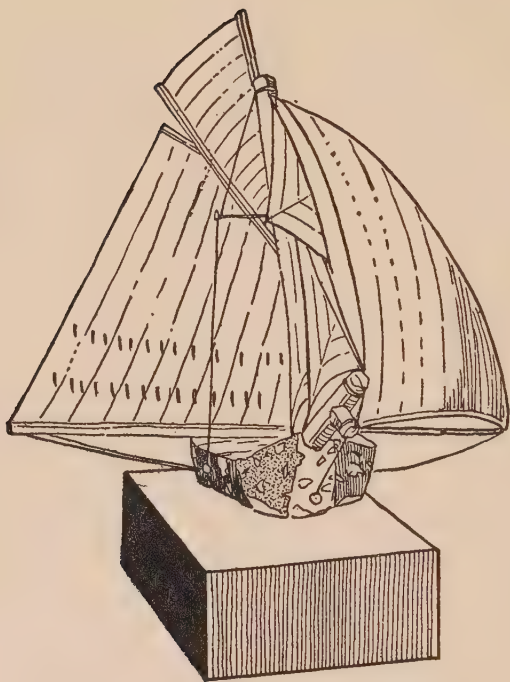


FIG. 19—The *Reliance*

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was 143 feet, 8 inches, overall, 89 feet, 8 inches, water-line, 25 feet beam and drew 20 feet. She was very fast. Both *Shamrock III* and *Reliance* were in general much like their predecessors of the last series, but were inclined to have less head-sail area. *Reliance* had only one trial race against *Columbia*, which she won, and was then selected to defend the Cup.

The first Cup race was started on August 20, 1903, over a course from the light-vessel off New York Harbor. Captain Charlie Barr, sailed *Reliance*. The race had to be called off, due to lack of wind. On the 22nd, the yachts got away in a breeze and came home under clouds of canvas. *Reliance* won by 7 minutes, 3 seconds, corrected time. They met again on the 25th and sailed over the thirty-mile tri-

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angular course, *Reliance* winning by 1 minute, 19 seconds, corrected time.

Then followed another fluke, and, on the 29th, another postponement, due, strangely enough, to too *much* wind! Both skippers were afraid to trust their fragile racing toys to the mercy of the strong gale that was blowing. Then came still another fluke, neither yacht even starting, as there was not air enough to give them steerage way. Finally, on September 3rd, they got a breeze and sailed over the course. However, on the last leg, a thick, dirty fog settled down, and the spectators lost sight of the racers. *Reliance* finished in this fog, which prevented *Shamrock* from picking up the light-vessel, having lost her bearings. She did not finish the race.

Navigating a Cup racing yacht in a fog



FIG. 20—The *Shamrock III*

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is difficult business, as the great steel boom, swinging over the deck, makes the compass just about worthless.

I give no directions for making either of these models, as by now you have surely mastered the technique and can fend for yourself. I merely remark, that *Shamrock III* can be made into a very beautiful little reproduction if you carefully follow the drawing, Fig. 20.

CHAPTER XIII

Resolute AND *Shamrock IV*

THE next challenge also came from Sir Thomas Lipton and was received in 1913. His yacht was a sloop with a 75-foot water-line. As there was no vessel of this description in the United States, the New York Yacht Club took steps to produce a yacht to defend the Cup. Two syndicates were formed and Mr. Alexander S. Cochran ordered a boat of his own. One of these syndicates, headed by Mr. Cornelius Vanderbilt, ordered a sloop from Herreshoff on April 14, 1914, which was launched in Bristol from the yard of Herreshoff. She was christened *Resolute*. She was an ex-

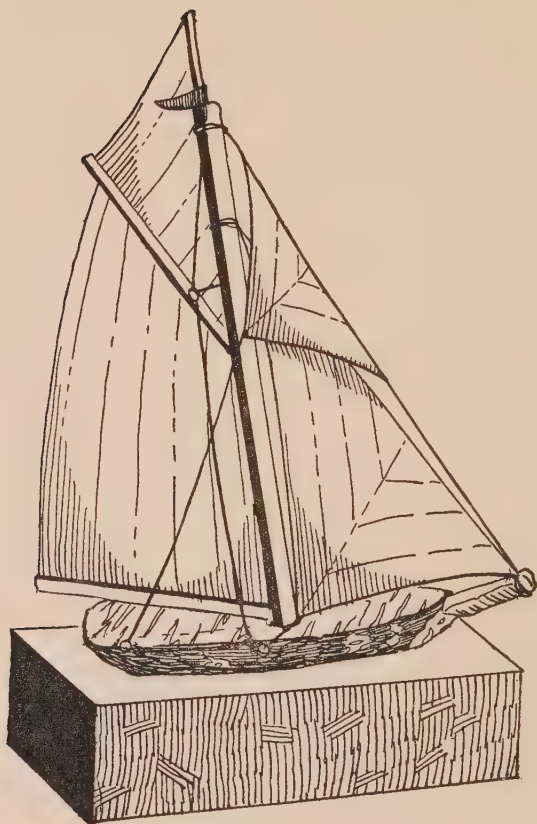


FIG. 21—The *Resolute*.

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tremely deep boat and had a center-board in her keel. She was very fast.

The other syndicate was headed by Mr. George M. Pynchon of New York and Mr. E. Walter Clark of Philadelphia. This group bought a yacht from the designs of George Owen of Boston, which was built by the Bath Iron Works of Bath, Maine. She was called *Defiance*. She was a large boat, and had a huge spread of sail. Her owners had great expectations of her accomplishment.

The third boat was designed by Mr. William Gardner and was named *Vanitie*. She was by far the handsomest of them all. She was unpainted, and her metal topsides, reflecting the rays of the sun, made her so resplendent, that she was nicknamed "the brass sloop." In the series of

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trial races, *Resolute* was sailed by Mr. Charles Francis Adams of Boston, one of our foremost amateur yachtsmen and at present Secretary of the Navy. *Defiance* was handled largely by Mr. George M. Pynchon, while *Vanitie* was commanded by Captain "Bill" Dennis.

On account of the World War, these Cup races did not take place till 1920. Trials between *Vanitie* and *Resolute* resulted in the latter's being selected to defend the Cup against *Shamrock IV*.

The first race was sailed on July 15, 1920. A big fleet of excursion steamers, motor-boats and yachts of all descriptions put out to witness the event, and with the wind S. S. W. the yachts started over a course laid to windward and leeward S. S. W. The mark was fifteen miles to

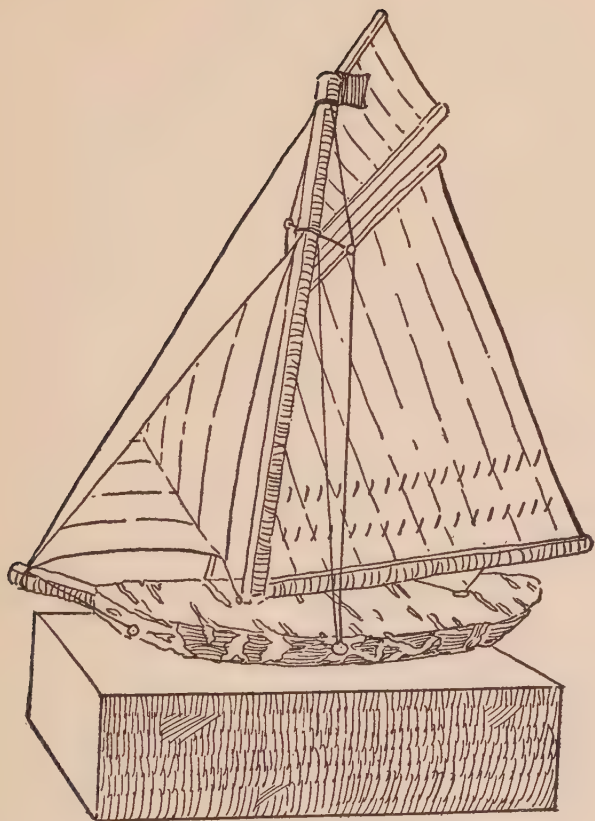


FIG. 22—The *Shamrock IV*

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windward, two miles off the New Jersey beach near Deal. *Shamrock IV* was sailed by W. P. Burton, Esq., England's leading amateur.

Near the outer mark, *Resolute's* mainsail went by the board, the stays, throat-halyards and gaff-jaws being badly fouled. She rounded the mark, however, *Shamrock* following 4 minutes, 45 seconds later. The British boat stood over near the crippled yacht, and then finished the course without her light sails. The difference in elapsed time to the outer mark was 3 minutes, 47 seconds. *Shamrock IV* won the race. Mr. Adams withdrawing *Resolute* by furling his mainsail.

The second race, on July 20th, held after a fluke on the 17th, when neither boat finished within the time limit, was sailed over

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a course S. S. E., W. $\frac{1}{2}$ N. and N. E. $\frac{1}{2}$ N., from Sandy Hook in a 4-knot wind. *Shamrock* won by 2 minutes, 26 seconds, corrected time.

On the 21st excitement ran high. The fate of the Cup was in the balance! *Shamrock* had two races to her credit—if she won this race, the trophy would be hers. The event this day was the closest Cup race ever sailed. Each yacht covered the thirty-mile course in exactly 4 hours, 3 minutes, 6 seconds, elapsed time! A dead heat. *Resolute* won, however, on account of her time allowance, by 7 minutes, 1 second.

The fourth race was on the 22nd. When the boats arrived at the starting point there was a thick fog and a S. S. W. breeze, so that the start was postponed till noon, at which time the fog burned away. There

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was now a 4-knot wind. The course was laid S. S. W., E. by N., N. W. $\frac{1}{2}$ N., triangular. In a freshening wind, that caused a choppy sea with whitecaps cresting the waves *Resolute* was forced to take in her baby-jib-topsail. By this time the wind was blowing at the rate of 10 knots per hour. *Shamrock* took in her topsail and *Resolute* won the race by 9 minutes, 58 seconds, corrected time.

The series now stood two all!

The next race was to have been sailed on the 24th, but as there was a 25-knot sou'wester blowing when the yachts arrived under shortened sail, it was postponed. *Resolute* was under mainsail and jib, while *Shamrock* had a single reef in her mainsail, and carried a small working topsail besides her jib.

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The fifth and final race occurred on the 27th. There were light airs from S. S. W. The course was laid S. S. W., about 16 miles to windward and return. On the home stretch, instead of going before the wind with spinnakers, both yachts reached with their balloon-jibs set. *Resolute* won by 19 minutes, 45 seconds, corrected time.

During this series, it really looked for a time as though we might lose the Cup, but once more Father Neptune was on our side and we retained the silver mug.

DIRECTIONS

Resolute (Fig. 21) is mostly remarkable for her very much constricted head-sail area. Notice the flat, un-lovely fore-staysail, and the tiny baby-jib. *Shamrock IV* (Fig. 22) is even more striking. She has a blunt, shark-like nose and a short, square stern and is very low in the water. She is shown with only one head-sail set.

CONCLUSION

ONCE more Sir Thomas has challenged us to race for the possession of the famous Cup. He surely is a good sport! In the daily papers we read that his new *Shamrock V* is to have her trials in May. We also read about the plans being made by American yachtsmen for the defense of the trophy.

What do you think of this idea? On a large piece of heavy paper or oilcloth, draw a chart of the course outside of New York Harbor (see Fig. 23), and then as soon as the two new yachts are shown in the picture sections of the newspapers and magazines, make a cork model of each of them.

Done in Cork Models

Then when the races actually take place, you can follow them on the chart with your little models. So that if you can not see these races with your own eyes, when

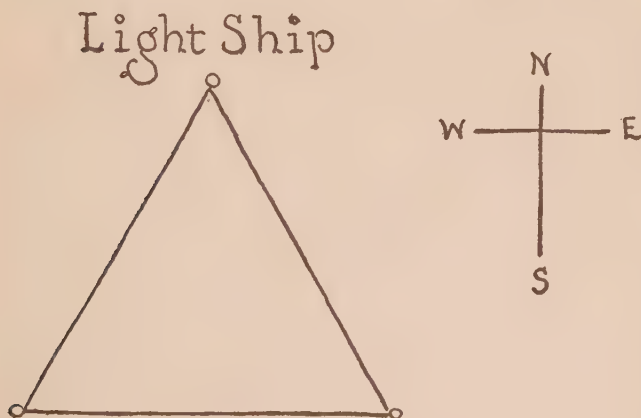


FIG. 23—Racing Course

they are sailed, you can at least have almost as much fun in this manner.

We have come to the finish line of our course, now, and through the boom of the

Racing Yachts

flagship's gun, you may hear me say,
"Pick up your mooring—put the dinghy
overboard—hoist the absent pennant—
pull for the shore."

THE END

